

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

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HONGKONG, FRIDAY, MAY 19, 1876.

日六廿月四年子丙

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOTCH, 121, Holborn Hill, E.C. BATES, HENRY & CO., 4, Old Jewry, E.C. SAMUEL DRACON & CO., 160 & 164, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

CHINA.—SHEWAN, TOMES & CO., Amoy, Swatow, Canton, Hongkong, Shanghai, Hankow, Tientsin, Peking, and all the Ports of the Coast.

Banks.

COMPTOIR D'ESCOMPTE DE PARIS.

INCORPORATED BY NATIONAL DECREE OF 7TH AND 8TH MARCH, 1848.

BY IMPERIAL DECREE OF 26TH JULY, 1854, AND 31ST DECEMBER, 1866.

Recognised by the INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

PAID-UP CAPITAL, 80,000,000 FRANCES. 8,200,000 LONDON. RESERVE FUND, 20,000,000 FRANCES. 800,000 LONDON.

HEAD OFFICE.—14, Rue Basse, Paris.

AGENTS.—At Nantes, Lyons, Marseilles, Brussels, Bombay, Calcutta, St. Denis (Ile de la Réunion), Hongkong, Shanghai and Yokohama.

LONDON BANKERS.—Bank of England, Union Bank of London.

HONGKONG AGENCY.

INTEREST ALLOWED

ON Current Deposit Account at the rate of 2 per cent. per annum on the monthly minimum balances, and on Fixed Deposits at rates which may be ascertained at the office.

CHR. DE GUIGNÉ, Manager.

Offices in Hongkong: Bank Buildings, Queen's Road.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 DOLLARS. RESERVE FUND, 100,000 DOLLARS.

COURT OF DIRECTORS.

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Deputy Chairman.—AD. ANDRÉ, Esq.

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CHIEF MANAGER.

Hongkong, JAMES GREIG, Esq. Manager.

Shanghai, RYAN CAMERON, Esq. Manager.

LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months, 2 per cent. per annum.

" 6 " 4 per cent. " "

" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East.

Hongkong, February 17, 1876.

ON SALE.

THE CHINESE READER'S MANUAL.

A HANDBOOK of Biographical, Historical, Mythological and General Literary Reference.

By WILLIAM FREDERICK MATTHEWS.

Price: \$8.

Shanghai, KIM & CO. Hongkong, "CHINA MAIL" OFFICE.

Notices of Firms.

NOTICE.
WE have authorized Mr. HUGO LUBBER to sign our Firm at Foochow per procurator.
SIEMSEN & Co.
Hongkong, May 15, 1876. j15

NOTICE.
I have this day authorized Mr. J. V. SHAW to sign my name per procurator.
A. MACG. HEATON.
Hongkong, January 1, 1876.

NOTICE.
THE Undersigned have entered into Co-partnership from the First day of January, 1876, in the Business of Shipbrokers at this Port, under the style of MORRIS & RAY.
A. G. MORRIS.
E. C. RAY.

Bank Buildings,
Hongkong, February 3, 1876.

NOTICE.
WE have Established branches of our Firm at Haiphong and Hanoi. Mr. L. CONSTANTIN is authorized to sign by procurator in Tonquin.
LANDSTEIN & Co.
Hongkong, December 31, 1875.

NOTICE.
THE Interest and Responsibility of Mr. J. ALABOR in our Firm ceased on the 31st December last. The Business will be carried on under the style of MEYER & Co.
MEYER, ALABOR & Co.
Hongkong, April 28, 1876. my29

NOTICE.
THE Undersigned has been appointed SURVEYOR to LLOYD'S REGISTER at this Port.
R. H. CAIRNS.

1, Club Chambers,
Hongkong, April 20, 1876.

For Sale.

SAYLE & Co. have opened their first delivery of New Goods for the coming Season, to which they invite special attention.

Ladies' and Children's Ready-made Costumes in a variety of Styles.

Morning Wrappers in Embroidered Linen, Printed, Cambric, White Brilliante and Muslin.

French Toilet Jackets.

Richly Embroidered Cambric Skirts.

A Large Assortment of Dress Materials in all the newest designs.

French Millinery of the latest fashions.

Boys' Holland Suits & Pinafores.

Ladies' Underclothing.

Ladies' and Children's Boots and Shoes.

Also,

A fresh supply of the "Little Wanzer" Sewing Machines.

Agents for Hongkong.

SAYLE & Co.,

VICTORIA EXCHANGE,

Queen's Road & Stanley Street.

JUST RECEIVED PER S.S. AMAZONE.

GRUYERE and Gondat OHEESE, and CAVIARE.

Five Lyon and Bologna SAUSAGES.

French APPLES and LEMONS.

NOUGAT from Montelimart.

French GEESE assorted, extra fine.

CHERRIES, APRICOTS, PRUNES, PEARS, and FIGS in SYRUP.

CHOCOLAT MENIER & SUCHART.

Intimations.

HONGKONG.
Chs. J. GAUPP & Co.,
WATCHMAKERS & JEWELLERS,
38, Queen's Road,
NAUTICAL INSTRUMENTS,
CHRONOMETERS,
&c., &c., &c.,
Carefully Repaired, Cleaned and accurately rated under guarantee.
All Repairs in the above line done at reasonable rates and with despatch.
Hongkong, May 1, 1876. if

THE MEDICAL HALL,
37, Queen's Road, Hongkong.
ESTABLISHED 1863.
TH. KOFFER, Proprietor.
Hongkong, April 28, 1876. ap28

AH YON,
SHIPS' COMPRADORE AND STEVEDORE,
No. 57, Praya West.
SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES
Of the best quality and at the shortest notice.
Hongkong, May 1, 1876.

IN CONSEQUENCE OF THE REDUCTION OF THE PRICE OF THE "SHANGHAI COURIER AND CHINA GAZETTE,"

IT WILL BE THE CHEAPEST DAILY PAPER IN CHINA and as large

INCREASE OF CIRCULATION

MAY BE CONFIDENTLY ANTICIPATED, THE ADVANTAGE TO ADVERTISERS IS OBVIOUS.

F. KRUPP'S CAST STEEL WORKS,
Essen (Germany.)
Sole Agent for China,
T. FEIL,
HONGKONG, SHANGHAI, COLOGNE (Germany.)

AFONG,
PHOTOGRAPHER,

by appointment, to
H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;

and to
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA,

Wyndham Street, formerly ATHLETIC CLUB.

HAS on hand the Largest and Best collection of Views, &c., of Amoy, Formosa and all the different Chinese Ports.

Also, a large assortment of Photographic Albums, Frames, Writing Cases, Desks and many other ornamental and useful articles too numerous to mention.

Hongkong, May 15, 1876.

COSMOPOLITAN DOCKS.

THE DOCKS being now completed, are capable of Docking any size VESSELS frequenting this Port, and executing any REPAIRS required.

A large quantity of SPARS, LUMBER, IRON, COPPER, YELLOW METAL, &c., &c., always kept in Stock at cheap rates.

Length of Dock, 455 Feet.

Breadth do., 23 "

Depth of Water, Springs, 24 "

do. do., Neaps, 31 "

The following Rates will be charged until further notice:—

Recovering, including Dockage, Shoting, Labor, Felt, Pitch, Tar and Oakum, 80 cents per Sheet.

Painting Iron Steamers, including Dockage, 2 Coats Paint and 1 Coat Tallow, 35 cents per Ton Gross Register.

Painting Iron Steamers, including Dockage, 1 Coat Paint and 1 Coat Tallow, 30 cents per Ton Gross Register.

For further particulars, apply to

W. B. SPRATT & Co.,

9, Praya East.

Hongkong, April 20, 1876.

SPANISH CONSULATE, HONGKONG.

Intimations.

WANTED.
A GOOD BOILERMAKER or FOURTH ENGINEER for the Steamer "Machegon." Apply, with testimonials, to the Chief Engineer on Board.
Hongkong, May 16, 1876.

FURNITURE WAREHOUSE.
A. H. KING & Co. beg to inform the Public that their "Furniture Show Rooms" are now in Zeland Street, No. 2, opening into Queen's Road, next to the Comptoir d'Escompte de Paris; where they have all descriptions of ELEGANT and ENGLISH-MADE FURNITURE, necessary for completely furnishing a Gentleman's Residence.

Also, CHINESE and JAPANESE CURIOS, FINEST EBONY CARVED TABLES and CHAIRS of every kind may be had on reasonable Terms.
Hongkong, May 11, 1876. no12

S. S. ORESTES.
A COPY of the above Steamer's Protest has been Received by the Undersigned and now lies at their Office for inspection by those interested.

BUTTERFIELD & SWIRE.
Hongkong, May 15, 1876. my25

NOTICE.

P. & O. S. N. COMPANY.

THE "HINDOSTAN," leaving here with the Mails of the 20th May, and subsequent Mail Steamers, until further notice, will proceed direct to Southampton.

A. MOLVER, Superintendent.

Hongkong, May 8, 1876.

Shipping.

Steamers.

FOR SINGAPORE, BRISBANE, SYDNEY AND MELBOURNE.

(Calling off SOMERSET, COOKTOWN, CLEVELAND BAY, BOWEN and KEPPEL BAY, to land Mails and Passengers.)

The Eastern and Australian Mail Steam Co's Steamer "BRISBANE,"

Captain BALFOUR, will be despatched as above on SATURDAY, the 20th Instant, at Noon.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.

Agents.

Hongkong, May 12, 1876. my20

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship "ARRATON APOAR,"

Captain MCLEISH, will leave this for the above Ports on SATURDAY, the 20th Instant, at 3 p.m.

Despatches will close at 2.30 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

Agents.

Hongkong, May 13, 1876. my20

FOR YOKOHAMA & NAGASAKI.

The Steamship "SUMATRA,"

Captain LUNHAM, will be despatched as above on SATURDAY, the 20th Instant, at 4 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

Agents S. S. Sumatra.

Hongkong, May 13, 1876. my25

FOR SWATOW, AMOY & FOOCHOW.

(Taking Cargo at through rates for TAIWANFOO and TAMSUI.)

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Company's Steamship "ANTENOR" will be despatched on or about the 25th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, May 8, 1876. my25

FOR FOOCHOW.

The British Steamship "MONTGOMERYSHIRE" will have quick despatch as above.

For Freight or Passage, apply to

H. KLER.

Hongkong, May 17, 1876.

Sailing Vessels.

FOR SAN FRANCISCO.

The A 1 British Ship "MARGARITE,"

JAMES OWEN, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

Hongkong, March 27, 1876.

FOR LONDON.

The A 1 British Clipper Barque "HOPE,"

Capt. BOULTON, will load here for above Port, and will have immediate despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

Hongkong, May 11, 1876.

FOR NEW YORK.

The A 1 American Ship "CHARTER OAK,"

SMITH, Master, will load here and at Whampoa, and will have quick despatch as above.

For Freight, apply to

VOGEL, HAGEDORN & Co.

Hongkong, March 27, 1876.

FOR SAN FRANCISCO.

The A 1 American Ship "ANNIE FISH,"

HOFFMAN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, May 12, 1876. jyl

FOR SAN FRANCISCO.

The A 1 American Ship "COMET,"

BRAY, Master, will load here for the above Port, and will have quick despatch.

Shipping.

Sailing Vessels.

FOR LONDON.

The 3/8 L. 11 German Barque "J. H. JENSEN,"

RASMUSSEN, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co.

Hongkong, May 6, 1876.

Notices to Consignees.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. AMAZONE.

NOTICE.

CONSIGNEES of Cargo per S. S. "Indus," from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained from To-morrow, the 15th Instant, at 12 o'clock.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before Noon To-morrow, the 15th Instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after SATURDAY, the 20th Instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Acting Agent.

Hongkong, May 14, 1876. my20

FROM LONDON AND SINGAPORE.

THE S. S. Sumatra having arrived, Consignees of Cargo by her are hereby informed that their Goods are being landed and stored at their risk, by the Undersigned and at their Godowns, whence and from the Wharf or Boats delivery may be obtained.

Optional Cargo will be sent on to Yokohama and the Coast Ports unless notice to the contrary is given before 2 p.m. To-day.

Goods remaining undelivered after the 25th Instant will be subject to rent.

of qualifications for the master and the,

ALLEGED MANUFACTURE.

Mr C. V. Lang and Mr Jesse H first and second Engineers of the *Kinshau*, surrendered to their bailiiff under the charge of causing the death of Wong Achow, a passenger in the *Kinshau* on the 15th instant by the explosion of a super-heater, caused, it is alleged, by culpable negligence.

Mr Breerton appeared for the defendants. (Captain G. U. Sands, Marine Superintendent of the Hongkong, Canton & Macao Steamboat Company, limited, called—I reside in Hongkong.)

The defendants. The first is the Engineer of the steamer *Kinshau*. The 2nd defendant is the second engineer. The 1st defendant has held that position since the formation of the Company ever since the Company purchased the steamer (*Kinshau*). The 2nd defendant has been 2nd engineer for about 18 months to 2 years in the same steamer. The defendants are entirely under my regard to their duties. I give them and they make reports to me verbally. The general orders are verbal. There are no written orders, that is to say the duties of the engineers are general orders of the Company. They are the duties of the engineering officers. I have not a copy of it but can write to get one.—Captain Sands then requested to write down to for a copy, which was accordingly done.

Mr May Well, then. Now, give them any permanent rules as to the engine!

Answer: No, except with reference to the boiler and its examination. I have given them verbal instructions that whenever there is anything the matter with the boiler or engine, they are to report to me at once.

Magistrate: Did you ever tell them with regard to their personal examination of the boiler and engine in order to ascertain their actual state?

A: I don't think it necessary.

Magistrate: Why don't you think it necessary?

A: Because they have been so long in the Company's service.

Magistrate: What were the defendants' duties in regard to the boiler and engine?

A: The chief engineer had charge of the boiler and engine, and supervised them generally. The second engineer had particular attention of the boiler—he had to take particular care of them.

Magistrate: How did you know his duties were confined to the boiler, in that he had particular care of them?

A: That is from his position of second engineer. On Sundays when the steamer was not worked, the second engineer had personally to examine the boiler, and the chief engineer the engine.

Magistrate: Now, I want to have a full comprehension of this matter. Is it the universal rule for second engineers to have charge of the boiler in all other steamers?

A: Yes.

Magistrate: Is this the usual routine?

A: Yes, it is the usual routine with all steamers where there are two engineers.

Magistrate: This is a sort of division of labour.

A: Yes, Sir.

Magistrate: Now, do you know this division of labour was carried out in the *Kinsan*?

A: Yes, Sir.

Mr May: Can you tell me that any report had been made to you?

A: No, not exactly a report. I frequently went on board and had conversations with each of them about the state of the boiler and engine. I have daily been either on board or at the wharf at the time of the steamer's departure.

Magistrate: Now, can you tell me what reports they have made to you about the boiler?

A: No special reports have been made to me, but I may qualify my answer by saying that Mr Lang only resumed duty on the afternoon of the 7th April.

Magistrate: During his absence, who was in charge?

A: Mr Harold, the second engineer.

Magistrate: That is the 2nd defendant; whom did you have as 2nd engineer?

A: We had one or two. There was one named Nembert.

Magistrate: Who was the first one?

A: I don't recollect.

Magistrate: Who was the last one?

A: Mr Nembert.

Magistrate: Where is Mr Nembert just now?

A: He is the Chief Engineer of the *Powan*, running between Hongkong and Macao just now.

Mr May: He is not here just now.

A: No, the *Powan* had left yesterday morning for Macao. She will be in this afternoon.

Copy of written instructions here put in.

Continued: I know that patches had been put on the boiler of the *Kinsan* in several places, especially in the super-heaters, also new staples.

Magistrate: Would a patch have been put on without a report to you?

A: Yes.

Magistrate: How was it managed if no report was made to you?

A: Men employed by the Company would go on board and do what was required by the engineers.

Magistrate: By men employed by the Company, I suppose you mean specific men of the Company, i.e., men employed by the Novelty Iron Works?

A: The Novelty Iron Works did use to do the work, but I refused to do any more, and the Company are now employing the Whampoa Dock Company. After the men had examined the work, I would give an order for its execution. This of course happens in some cases only.

Magistrate: Now, you saw the plate taken off the super-heater of the *Kinsan*?

A: No, I saw it after it was taken off. I saw there was a fracture in the plate.

Magistrate: Then you don't know directly how that a piece of it was broken?

A: Probably, a piece was cut off in order to straighten the plate.

Inspector Grimes said he and a Juryman broke the plate now in Court.

Witness: There was a patch immediately below the fracture—about six inches below. That patch had been since taken off in order to reach the rivets. I have no recollection when the patch was put on, but I can tell you why it was put on. I don't even recollect that it was reported to me before it was put on. The reason why the patch was put on is because the steam had cut away the iron by the two laps of the plate. The action of the steam acted more particularly on the plate in Court.

Magistrate: Before you had made an examination of the plate, had you any knowledge of the plate?

A: No, not that particular plate.

Magistrate: Now from your examination of it since, would you have allowed it to remain there?

A: No, Sir, or I should have reduced the pressure of steam.

Magistrate: Have you got any general regulation with regard to pressure?

A: Not to carry more than 25 lbs. to the square inch.

Mr May: To whom did you give that direction?

A: To Mr Harold, the second defendant, in the absence of the first defendant.

Magistrate: Do you know why you fixed that pressure?

A: Because it was not necessary to carry more.

Magistrate: Looking at the plate now, do you think it safe to carry a pressure of 25 lbs?

A: I don't think it was safe to carry 25 lbs.

Magistrate: Now, whose duty was it to have discovered the plate in that state?

A: The second engineer ought to have discovered it. I mean he ought to have reported to the chief engineer, who would have made an examination himself, and would have reported to me if he thought a report was necessary.

Magistrate: Have you got a record of the work done for the steamers?

A: No, Sir. The chief engineer kept an account of the work done, and he signed the bills.

Magistrate: When the first defendant took charge again on the 7th April, do you

know that he made any personal examination of the engine and boiler?

A: Yes; he made an examination on the Sunday following.

Magistrate: How do you know that?

A: From a general conversation.

Magistrate: Did he tell you there was anything the matter with them?

A: No, so far as I can recollect. He told me that he had made an examination, so far as practicable for the time he had, and that he had no fault to find with them.

Magistrate: Now, what do you mean by "for the time he had"?

A: Well, the steamer arrived on a Saturday afternoon and the boiler had to be blown out, and the next day they would be sufficiently cooled down for an examination, and they had to be filled in again for work on Monday. This would only give a few hours for examination from about 10 a.m. till 4 p.m. These examinations were carried on regularly every Sunday. I believe, from the condition of the plate, that 15 lbs. of steam could have been safely carried. The printed regulations have been furnished to the officers of the Company's steamers. In former days they were posted up in frames. I suppose these regulations had been seen by the defendants, because they used to be posted up in the *Kinsan*. I don't know if they are there now. I don't know if the defendants knew the regulations personally. Probably the copy might have been given to the Captain. I wish to state that I should have considered it safe to have worked the engine with 15 lbs. steam for a few days until I could have put on a bolt patch, and then it would have been safe to carry 25 lbs. I should like to say that when the last patch was put on, the thickness of the plate at the fracture could not have been discovered. I am of opinion that deterioration set in very fast at this particular spot, and the plate was very speedily worn away.

The steamer's register was put in.

By Mr Breton:—I am an engineer by profession. The patch was put on because there was a leakage in the laps of two plates. I think it was not put on because there was any thinness or weakness of the plates. Leakages of this kind often occur in super-heaters—there is more wasting away in the laps of super-heaters. The centre of the plates might be of the proper thickness while there was a weakness in the laps. The patch in question had been put on, I should think, five or six months ago. It ordinarily happens that sound boilers require to be patched like in this instance. This is especially so in boilers such as those in the *Kinsan*. The bursting was caused by the pressure of steam.

Mr Breton: You have heard Mr Robb's evidence in which he said that plates might have latent defects, while the fibres of other portions of the plate were strong. Do you concur with him?

A: Yes, I do. I say so from my own experience. If the iron is loose or flaky, deterioration proceeds with greater rapidity. When a defect takes place in a plate or a portion of a plate, deterioration progresses much more speedily. Increase of pressure of steam would also help to increase rapidly in deterioration. I do not agree with Mr Robb on that point. Looking at the sound part of the plate and fractured part, I am of opinion that there was an inherent defect in the plate. There were two thirds of the plate of its original thickness, and the one-third eaten away. The bursting of the plate arose from the pressure of steam. The 2nd engineer on board a steamer like the *Kinsan* is supposed to be as nearly skilful as the chief engineer. In the present case, the second engineer, having performed the duties of the chief engineer in his absence for eight months. During Mr Lang's absence, it was not particularly the business of Mr Harold to inspect the boiler, although I knew he did. It was the business of the then second engineer. I had discharged one engineer because he did not inspect the boiler properly. There were two super-heaters to the *Kinsan*. The only time for inspecting the boiler was the few hours every Sunday during which the boiler were cooled down. This was because our steamers worked every day. It would be impossible with the limited time at disposal to apply the test Mr Robb spoke of. It would be impossible to do so on one Sunday. The tests could have been postponed from Sunday to Sunday—the examination could have been continued from Sunday to Sunday. In the merchant service the usual test is by sounding the boiler with a hammer; sometimes holes are bored. If hydraulic pressure be applied, it is done by Government Inspectors. The rules of the Royal Navy do not apply to the merchant service. The boiler of which the plate formed a part had been in use for about thirty-six months. It was constructed at the Novelty Iron Works. The thickness varied from 3/8ths of an inch to half an inch. It was a soundly constructed boiler. Such a boiler, with occasional repairs and partial renewals, ought to last about ten years. The boiler of the Company have, as a rule, lasted on an average a pair of boilers may be worn out in four years. With regard to the plate in Court, a great deal would depend upon the judgment of the engineer inspecting it as to its being sufficiently sound or not. One man sounding it might consider it safe for a certain period, while another might say "I will put a patch on there next Sunday." The boiler were surveyed by Mr Green two or three months ago for purposes of insurance. He certified that they were fit and sound for insurance. It is the rule in the *Kinsan*, and in other steamers where only two engineers are employed, for the engineers to take watch and watch. Understood from the 1st defendant that he was in charge at the time of the explosion. The engineer on duty watches the pressure of steam. The hand of the 1st defendant was sealed by the explosion. I have not known that there has not been any accident of this kind on board the *Kinsan* since 1855. The first defendant has been Chief Engineer in her all this time. I have always considered him a skilful and particularly careful engineer; I consider the 2nd defendant, an excellent man in the performance of his duties. I have never had occasion to reprimand him, nor with the 1st defendant. The case was then adjourned till Monday next (22nd) at 4 p.m. for further evidence.

China.

NINGPOO.

Yesterday a cavalcade passed through the settlement. On enquiry I found it was the wife of the Tao-tai, with her retinue just arrived from Chin-kiang. The female attendants were all large footed, so I suppose they are Tartars.

In the afternoon the steamer *Ocean*, of Ocean-Fishing collision case celebrity, arrived from Penang via Amoy. Her cargo of rattans and mangrove bark is consigned to Messrs. C. T. Wong & Co., a Singapore firm at this port. It is quite an unusual occurrence to have such a large steamer with the whole of her cargo consigned to this port.

The members of the Ningpo Cricket Club held a meeting in the Book Club on Saturday evening. Play will commence at an early date, that is, so soon as sufficient members can be got together.

There has been a slight disturbance at Feng-wha, where the American Baptists have a Mission Station. The Rev. H. Jenkins is in charge of it. It happened that during a thunderstorm a short time back, the Mission-house was struck by lightning. Immediately the evilly disposed spread a report that the god of thunder had killed the foreign devil. So crowds collected round the house demanding to see the dead "devil." When it was found that the Chinese could not be kept out, he opened the gates and admitted them. They went all over the building, and when their curiosity was satisfied, they made way for another crowd. At the end of the third day, Mr. Jenkins ventured forth to show the people that he was still in the land of the living. A few stones were thrown at him, but he was not hurt, and the excitement gradually subsided, and now all is quiet.

On Friday evening, the Rev. J. Bates, of the Missionary Society, will deliver a lecture in the Book Club.

The *Fai-po* left here with a number of man cages, yesterday. She has been sent to bring some pirates to Ningpo. I am unable to discover where the pirates have been captured, or how many of them there are, who are to be caged.

At this season there are a great number of snakes about, and severely a day passes, but some are seen in the river. Some residents captured two large ones, a few days ago on the city wall, and several others were seen during the same afternoon. —Shanghai Courier Correspondent.

May 4th, 1876.

Yesterday afternoon a young man of the tender age of fifty made a hole in the water. It appears that he and his brother had a dispute about the division of some property, and as the two could not agree on the subject, one of them settled the matter by committing suicide and thus waiving all claim to the bone of contention. It is said that at first he deliberately walked into the river, about 2 p.m. yesterday; but while still within his depth he appears to have changed his mind, for at low water his foot-marks showed that he had walked towards the dry ground. However, he went back again and was soon in deep water, and before anyone could come to his assistance he sank. One of his shoes was discovered in the mud. Up to this morning the body had not been recovered. The dead man's relatives and friends have been doing all they have been taught to do for the benefit of his spirit. At one spot on the river a large wooden washing basin was moored; in this was placed burning joss-sticks, in order to facilitate the spirit's departure to the other world. At another spot on the bank of the river some mock sycee was burnt. This was for the spirit's use in its new abode.

I mentioned in my last that a considerable amount of festivity and rejoicing was going on in the city. Last evening two women who were taking part in the above, had their clothing torn off them by a violent demonstration on the part of his friends who were the result, and from participating in which he would have been excused. They had discovered that he intended levitating, so watched for him and he was caught. —Shanghai Courier Correspondent.

Japan.

(Gazette.)

Half a dozen foreigners engaged as many *junkies*, with twice the number of coolies, at Shiratzuka, to convey them from that place to Yokohama, a distance of about 20 miles, promising to pay them a lump sum of \$17 for the journey. On arriving here the foreigners refused to fulfill their part of the compact, saying that the charge was too great. The poor coolies went to the Police Station to complain of the treatment to which they had been subjected, and an officer was sent to the foreigners to try to persuade them to pay. After a long discussion the fares paid \$12, but refused to give any more. The evidence of Mr. Scott that the vessel was properly stowed when she arrived here does not affect this, as it is admitted on the part of the Master that the vessel was restowed at sea.

It appears then, that the Master has not made out his defence that the damage was caused by the Act of God, and judgment must be given for Plaintiff. The amount of the damages is what the goods were worth to the Plaintiff on the day the goods ought to have been delivered.

The Plaintiff's evidence is that the market value of the wine is \$240, and that this market value has not been disputed by the Defendant.

Judgment will therefore be for the Plaintiff for \$240, and costs which I assess at ten dollars. —Japan Gazette.

COMMERCIAL.

Hongkong, May 19.

The languid state of the market for Bengal Opium, last noticed, has been succeeded by a fairly active enquiry during the closing fortnight. The lateness in the arrival of the direct steamers gave a firmer tone to the market for the time; but subsequently, with the receipt of a very full supply of New Patna, the rate for the drug, however, gave way, and, with the willingness evinced by the holders to realise, it gradually declined. As the current rate of exchange favors the holders, and the Indian packets being under despatch, the drug has been freely offered to the close, ending at \$58 1/2. The rate for Old Patna is ruled with but little variation, and the drug is still preferred at the Coast Ports holders of it are firm at the present quotation of \$58 1/2.

The rate for both kinds of Benares has but slightly fluctuated. The call from the Coast Ports being more for Old, and the receipt of a moderate supply of New by the steamers of the month, have tended, so far, to keep the rates for both at the present point of \$58 1/2.

The receipts for the month, thus far, aggregate 2,716 chests, against 3,221 chests for the corresponding date last year. During the fortnight some 700 chests have been taken by the local importers, against 450 chests at the corresponding fortnight last year. This, with the exportations, leave a stock computed at 2,500 chests, against 1,850 chests same time last year. Of this last quantity 550 chests were Benares, of which kind the present stock consists of 400 chests.

Messrs. HEINEMANN & Co.'s Freight Circular, for the Mail of Saturday, 20th May, says:—

Since last Report was issued a fair amount of business has been transacted both in Home and Coasting Chartered, and there is still a moderate demand, but rates generally are unaltered.

Home-wards, the settlements for London have been principally for Sugar, and more cargo is still required, but as a fair number of ships are available and about due, rates are unchanged. Freight to the Philippines are firm, and there is some enquiry for suitable vessels to load there. The charters for San Francisco are understood to have been on very low terms, about \$3 gold per ton.

Coast-wards, a moderate business has been done at low rates, but demand at present is very slack. The settlements for Saigon were transacted early in the fortnight, and lately enquiry for steamers has quite fallen off, rates being nominally 17 to 18 cents. Small sailing vessels are wanted for Bangkok, but steamers are not in request. For the Northern ports it is difficult to get offers except at very low rates.

The market has opened for small vessels to load at Foochow for the Colonies, but freights are low and demand at present limited.

The British bark *William Manson*, 866 tons, proceeds to Foochow to load for the Colonies under charter effected there.

The disengaged tonnage in port amounts to 21 vessels, registering 17,725 tons.

The following are the settlements:— British bark *British Crown*, 448 tons, hence to London, private.

British bark *Hope*, 454 tons, hence to London, private.

British bark *Hotopara*, 582 tons, hence to London, private.

German bark *J. H. Jensen*, 275 tons, hence to London, \$2 50 per ton, 25 days.

British bark *Hastings*, 541 tons, hence to Channel for orders to discharge in a Port in the United Kingdom, \$3 2a. 6d. per ton, 30 days.

British ship *Belted Will*, 812 tons, Manila to New York, private.

American ship *Comet*, 1187 tons, to San Francisco, private.

American ship *Annie Fish*, 1496 tons, to San Francisco, private.

German bark *Iphigenia*, 464 tons, to Callao, private.

British sch. *Lochiel*, 216 tons, Foochow to Sydney, Melbourne, or Adelaide, private.

German sch. *Brigitte*, 250 tons, Foochow to Sydney, Melbourne, or Adelaide, private.

German bark *Cap Horn*, 401 tons, Whampoa to Tientsin (Timber), \$3 7/8 in full, 30 days.

British bark *Lizzie*, 285 tons, Whampoa to Tientsin, \$2 1/2 in full, 24 days.

German bark *Tartar*, 256 tons, Whampoa to Tientsin and back to Hongkong via Newchwang, 54 cents per picul, 22 days.

Dan. bark *Feiga*, 316 tons, to Newcastle (Amoor River), \$2,800 in full, 30 days.

Dan. bark *Fano*, 337 tons, to Nicola's (Amoor River), \$2,800, in full, 30 days.

Dan. brig *Jylland*, 367 tons, Newchwang to Hongkong, 25 cents per picul, 20 days.

British bark *Scotia*, 321 tons, Newchwang to Hongkong, 25 cents per picul, 18 days.

British bark *Corinne*, 395 tons, Keelung to Hongkong, \$2 per ton of 20 cwt., 21 days.

British bark *Miss Kilmansegg*, 229 tons, Keelung to Hongkong, \$2 per ton of 20 cwt., 10 days.

British sch. *Catharine Marden*, 287 tons, Saal to Hongkong, (Sugar) 15 cents per picul, (Sapanwood) 25 cents per picul, 25 days.

Nor. bark *Kvik*, 400 tons, Bangkok to Hongkong, (inside the Bar) 29 cents per picul, (outside the Bar) 24 cents per picul, 20 days.

German bark *Madagascar*, 288 tons, Bangkok to Hongkong, (inside the Bar) 31 cents per picul, (outside the Bar) 26 cents per picul, 20 days.

French bark *Vidal*, 409 tons, Bangkok to Hongkong, (inside the Bar) 30 cents per picul, (outside the Bar) 25 cents per picul, 25 days.

German bark *Gustav Adolph*, 273 tons, Bangkok to Hongkong, (inside the Bar) 30 cents per picul, (outside the Bar) 25 cents per picul, 20 days.

German bark *Bremsa*, 380 tons, Saigon to Hongkong, 17 cents per picul, 13 days.

British steamer *City of Exeter*, 787 tons, Saigon to Hongkong, 20 cents per picul, 7 days.

German steamer *Altona*, 1170 tons, Saigon to Hongkong, 20 cents per picul, 12 days.

British steamer *Cytherea*, 1280 tons, Saigon to Hongkong, 20 cents per picul, 18 days.

British steamer *Candia*, 1342 tons, Saigon to Hongkong, 20 cents per picul, 12 days.

German steamer *Cassandra*, 1037 tons, Saigon to Hongkong, 20 cents per picul, 9 days.

British steamer *Penguin*, 1121 tons, Monthly Charter, 6 months (with option of 6 months), private.

Messrs. DRAGON & Co.'s Canton Market Report, dated Canton, 18th May, says:— As anticipated in our last circular we are now able to report the opening of the market for Scented Teas. A few parcels, about 400 boxes Scented Capers, what forward in the *Agamemnon*, but no general business was done in these last 12 and a few days after the departure of last English mail. The export of Scented Teas to date, as given in our annexed tabular statement, compares favorably with that of last season, but considerable shipments will most probably be made by the present mail steamer.

Congou.—Settlements for the past fortnight have been smaller, but there is no

change to quote in prices. At Macao the demand still continues and large transactions are reported; the quality of the teas appears to be falling off, but rates are fully maintained.

Scented Teas.—Since the opening of the market for these sorts a good enquiry has existed for Capers, and a fair amount of business has resulted; we quote fair to medium Tls. 22 1/2 to 25, good medium to fine Tls. 26 a 27 and finest and choice at Tls. 28 a 32 per picul. Scented Orange Pekoes have been in little demand and very few purchases are reported; of the settlements given below more than one half are said to be "new make" kinds. We quote "long leaf" at Tls. 24 a 26 and "new make" Tls. 17 a 18 1/2.

The crop, as far as regards Capers, may be said to be of very fair quality; the teas, though slightly wanting in strength, being free from mixture with old leaf and possessing better scent than is often the case at the commencement of the season. Orange Pekoes on the other hand are of poor quality, being defective in both leaf and liquor. The prices of the past fortnight, on comparison with the opening quotations of last season, are Tls. 1 a 1 1/2 higher for fair and medium grades of Capers, but for fine and finest kinds rates are much as those ruling last year. Pekoes have been bought at cheaper rates, but when the merit of the teas of the different seasons is taken into consideration, buyers do not appear to be obtaining any better value.

The following is a summary of the fortnight's business:—

Congou, 7,400 boxes at Tls. 17 a 28 per picul.

Scented Capers, 26,000 boxes at Tls. 22 a 32 per picul.

Scented Orange Pekoe, 2,800 boxes at Tls. 17 a 26 per picul.

Export of the various descriptions of Teas shipped from Canton Waters, (Hongkong, Canton and Macao) to Great Britain to date:—May 8, S.S. *Agamemnon*, Congou 508,177 lbs., S. O. Capers 5,978 lbs., S. O. Pekoe 1,344 lbs., Total 514,903 lbs.; 13, S.S. *Mercury*, Congou 103,884 lbs., S. O. Capers 95,129 lbs., S. O. Pekoe 20,251 lbs., Total 219,264 lbs. Making, with previous shipments, a total for the season of 1,188,403; against 2,481,812 for season 1875-76.

SILK.—As yet no bales of *Tantale* real have arrived from the country, and the few bank samples that have been shown do not convey a distinct impression regarding the merits of the crop, the natives assert however that the quality is fair.

There is no disposition apparent to commence purchasing, and absurd prices are asked by Chinamen; they say that No. 4 *Tantale* cannot be bought in the producing districts under \$350 per picul, say 12 per lb., while late telegraphic advices from London quote the value of same classification 10/6d. per lb.

The second yield will follow shortly on the first, and should there be no undue haste to operate we ought ere long to have a fairly large stock to select from.

About 20 piculs of Long-reed staple of different sorts are said to have been bought by Parsees for India, on a basis of \$80 per picul for Kwongkong No. 3.

Underneath are figures of comparative Exports for past Seasons:—

EXPORT FOR SEASON, TO DATE.

1875-76. 1874-75.

For Europe, 12,910 bls. 8,643 bales.

United States, 5,997 boxes.

Reels, 5,049 pks. 4,681 piculs.

Bombay, 5,049 pks. 4,681 piculs.

Waste, 6,300 bls. 5,981 bales.

Coconuts, 974 bls. 1,491 bales.

IMPORTS.

LEAD.—A further decline has taken place owing to considerable arrivals in Hongkong and a fall in prices at that market. Present quotations are L B \$3.30 a \$3.35 and Hole chop has been in most favor and the greater portion of the fortnight's transactions have been in this brand.

QUICKSILVER.—A slight advance has been established, and quotations are \$86 a \$87 per picul.

SHIPPING.

The rate of freight to London per steamer is \$3.57 per ton of 40 cubic feet.

LOADING AND ON THE BERTH.—At Whampoa For New York, Charter Oak.

DEPARTURES.—From Whampoa, None.

Quotations.

Hongkong, May 19, 1876.

OPIMUM.—New Patna, cash, 598 1/2.

Old Patna, cash, 610.

New Benares, cash, 580.

Old Benares, cash, 582 1/2.

New Malwa, cash, 580.

Allowance Tels, 24 a 40.

Old Malwa, cash, 585.

Allowance Tels, 20 a 32.

Exchange.

Bank 6 months' sight, 3/10 1/2.

Credit 6 months' sight, 3/11.

On Calcutta, Bank demand, 3/22 1/2.

Bombay, demand, 3/22 1/2.

Shanghai, demand, 7/11.

Shanghai, 30 days' sight, 7/21.

Bank Silver, 17, 1/2, 1/2.

Sycee, 1/2.

Mexicans, 1/2.

Gold Leaf, 1/2.

English Sovereigns, 8/14.

Australian Sovereigns, 1/2.

Discount, 7 a 9.

Shares.

Hongkong Bank, par.

H.K. Fire Ins. Co., \$625.

China Fire Ins. Co., \$155.

H.K. & W. Dock Co., 35 1/2 dls.

China Traders' Ins. Co., \$1690.

Union Ins. Society of Canton, \$680.

Chinese Insurance Co., \$212.

North China Ins. Co., Tls. 850.

O. & J. Marine Ins. Co., Tls. 24 a return.

Yangtze Ins. Association, Tls. 650.

H.K. & M. S. Boat Co., 10 dls.

